

U.S.S.N.: 10/710,454

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CENTRAL FAX CENTERIn The Claims:

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Claim 1 (Currently Amended): A mechanical handle switch assembly integrated within a door of a vehicle and utilized for actuating a vehicle-based system, comprising:

a door handle mechanism coupled to the door for actuation by a user, said door handle mechanism being movable in a substantially outboard direction for both actuating the vehicle-based system and unlatching the door;

a drive train mechanism coupled to said door handle mechanism and being actuated by said door handle mechanism;

a switch device operatively ~~operatively~~ coupled to said drive train mechanism and being selectively operated by said drive train mechanism to actuate said vehicle-based system;

said drive train mechanism having ~~a sufficiently high a predetermined gear ratio~~ such that an initial movement of said door handle mechanism ~~generates a significantly larger movement to operate~~ ~~operates~~ said switch device; [[and]]

said drive train mechanism including a first gear member, a second gear member, and a cam mechanism;

said first gear member extending from said door handle mechanism;

said second gear member operatively coupled to said first gear member;

said cam mechanism integrated with said second gear member and directly contacting said switch device for operating said switch device; and

a damping mechanism coupled to one of said door handle mechanism and said drive train mechanism for slowing movement of said door handle mechanism and said drive train mechanism.

Claim 2 (Previously Presented): The mechanical handle switch assembly recited in claim 1 wherein said door handle mechanism is movable within a predetermined travel distance, said door handle mechanism actuating said drive train mechanism and operating said switch device when said door handle mechanism is moved a substantially small portion of said predetermined travel distance.

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**Claim 3 (Original):** The mechanical handle switch assembly recited in claim 1 wherein said door handle mechanism is movable within a predetermined travel distance, said predetermined travel distance including a switch-triggering distance and an unlatching distance that is greater than and inclusive of said switch-triggering distance, said door handle mechanism being moved by said switch-triggering distance for actuating said switch device, said door handle mechanism being moved by said unlatching distance for unlatching the door.

**Claim 4 (Withdrawn):** The mechanical handle switch assembly recited in claim 1 wherein said door handle mechanism has a pull configuration for unlatching the door.

**Claim 5 (Original):** The mechanical handle switch assembly recited in claim 1 wherein said door handle mechanism has a lift configuration for unlatching the door.

**Claims 6 and 7 (Cancelled)**

**Claim 8 (Withdrawn):** The mechanical handle switch assembly recited in claim 1 wherein said drive train mechanism is a lever mechanism.

**Claim 9 (Original):** The mechanical handle switch assembly recited in claim 1 wherein said switch device is biased to an open position.

**Claim 10 (Previously Presented):** A passively actuated vehicle system comprising:

    said mechanical handle switch assembly recited in claim 1;

    a controller;

    a vehicle-based transceiver coupled to said controller;

    a portable transponder carried by a user and utilized for communicating with said vehicle based transponder;

    a locking mechanism coupled to said controller for actuation by said controller;

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said switch device coupled to one of said controller and said vehicle-based transceiver, and in use actuating said vehicle-based transceiver to transmit a challenge signal to said portable transponder;

said locking mechanism unlocking said door after said controller determines that said user is an authorized entity.

**Claim 11 (Previously Presented):** The passively actuated vehicle system recited in claim 10 wherein said switch-triggering distance is substantially less than said unlatching distance.

**Claim 12 (Withdrawn):** The passive entry system recited in claim 10 wherein said door handle mechanism has a pull configuration for unlatching the door.

**Claim 13 (Previously Presented):** The passively actuated vehicle system recited in claim 10 wherein said door handle mechanism has a lift configuration for unlatching the door.

**Claims 14 and 15 (Cancelled)**

**Claim 16 (Withdrawn):** The passive entry system recited in claim 10 wherein said drive train mechanism is a lever mechanism.

**Claim 17 (Previously Presented):** The passively actuated vehicle system recited in claim 10 wherein said switch device is biased to an open position.

**Claims 18-20 (Cancelled)**

**Claim 21 (Previously Presented):** The passively actuated vehicle system recited in claim 10, wherein said passively actuated vehicle system is a passive entry system for a vehicle.